VOL. XLIX--NO. 87

FAVORITES FIRST.

A Brilliant Inaugural at the Park.

Fairy Queen Wins the Athletic Club Stakes in Fast Time.

of the day and brought out seven starters. Mollie C, Indian Princess and Lena Ban All the Favorites Win But One, and Had to Fall Down to Loze. were scratched, while at the eleventh hour Newsum & Co. entered Miss Bell. The

Four Horses Downed and Two Jockeys Injured in the Fourth

was well backed. The post odds were about 3 to 1 against Fairy Queen and Mil-lie Williams, 41 to 1 Lulie B, and 5 to 1 The Tennessee Club Stakes To Be Run Newsum's entry.
Sheridan got them off in magnificent style, all in a bunch, with Millie Williams a half length in the lead, Lulie B second, For Today-A Fine Field of Starters-The Auction Pooling Last Night.

Never did the skies seem bluer, the grass greener, the air purer, than to the 5,000 people who witnessed the five exciting races at the regular opening of the Memphis Jockey Club's spring meeting yesterday. The atmosphere was full of the fragrance of budding and blooming na-The temperature was delightful, and all the conditions for the absolute enjoyment of "the sport of Kings" were present in the highest degree. The appointthere was nothing to be asked. Just be-

ments for the accommodation of the publie being thoroughly good, the track being perfect, the horses of excellent quality, fore the bell tapped for the inaugural dash the sound of a tally-ho horn far down the perspective of the carriage approach sent a gracefully and intimated that strawberries pleasurable thrill through the great assemblage and served to quicken the general enthusiasm. There was tremendous excitement on the portico of the clubhouse when the vehicle with its lively occupants swung round the drive and stopped at the stairway. Already clustering to the balustrade in welcome were as many pretty women as could be found within the same space anywhere on the green earth. The new arrivals made just that many more. From that moment until the close of the day the piazza was a blaze of beauty in spring-tide equipment and a symphony of merriment. The grand stand was an impressive spectacle, swarming with humanity as it was. The book-makers' pavilion proved all too small so eager and so numerous were the betters. The week could not have been inaugurated more happily. The conduct of the program was admirable. Everything was on time. There was no tedions delay. The specially interesting feature of the day was the Athletic Club stake, with a costly silver service as

advantage and local interest.

people of Memphis are with the club, as

shown by yesterday's attendance, and so

is the weather clerk, by a large majority.

Each day's program for the remainder of

the week abounds in the promise of rare

sport. Facilities for reaching the park are

ample. You can get there in anything

from a dog cart to a steam car, and then,

if you leave your purse with the book-

makers, the stroll homeward in the gloam-

ing has a charm of its own. To be out of

the fashion is to neglect the races. There

is more in a visit to the track than the

opportunity to lay a wager. That is

very reprehensible practice indeed, on the

part of those who cannot afford to lose.

But there is an ecstacy in watching the

strivings of the clean-limbed racers, a joy

people as happy as yourself, that one may

only find at a race-course upon a balmy

day in spring. Therefore let the people

rejoice that the Jockey Club exists, and

THE DAY'S EVENTS.

Own Way.

The inaugural day of the spring meeting

was a magnificent success as far as atten-

accommodating those who applied.

No More acted badly at the post in the

first race and spoiled several good starts.

Sheridan finally got them off in good

shape, No More rushing to the front like

a whirlwind and gaining a lead of three

lengths, Strideaway second, Unite third,

close up. In this order they round the

first turn when Unite passed the leader, Strideaway still running easily a length

behind. In the stretch Aristi closed up

and after a driving finish Stride away won

by a length in front of Unite who was a

length and a half in front of Aristi, third.

SECOND RACE.

shoveled in their money on Madolin,

In the second race the plungers fairly

while the public, who were not in the

rings the bell.

A rush was made for the track at the point where the jockeys fell to ascertain the extent of their injuries. Elkios is rean added prize. It was taken by Fairy Queen, to the entire satisfaction of allported to have injured his collar bone and Stevenson dislocated his shoulder. Barnes the had put their money on her. It was strawberry service, but Mr. Scully said and Richereck escaped uninjured. Kati might be filled with champagne. But ight be filled with champagne. But upshot of the whole day's experience The fifth race was another foregone conthat everybody was delighted. clusion. Keeveena was made favorite The best of order obtained. Presagainst the field, and justified the confiident Arnold and Vice-President

dence of her backers by landing their money, but she had nothing to spare. and Secretary Rees were ubiquitous and most agreeably effective in | Ben Harrison gave her a fine race from start to finish, and was only beaten by a neck. Duchess May got the best of phian, who, contemplating the spirit of the start and for the first half-mile seemed to be running away from the others, Keethe multitude and the superb arrangements at the course, could fail to feel a vena second, Silleck third. Duchess May ed into the stretch by a half-length, when sense of exhilerated local pride. He saw Keevena and Harrison began to gain on in it all the positive assurance that the Memphis Jockey Club is an entire success hammer and tongs finish from the eighth and that here, in the future, is to be one pole between Keevena and Harrison, the former won by a neck. Duchess May one length behind. With Stevenson up of the most important racing points in the country. This is guaranteed by the Duchess May would have won sure. three facts of climate, geographical

Spring meeting, New Memphis Jockey Club, Memphis, Tenn. Monday, April 22. First Day-Judges, John Overton, Jr., &ch Ward, Sam Tate, Jr. Timers, W. H. Williamson, and Miles Q. Townsend, of Little Rock. Clerk of Course, E. Esckiel. Starter, J. G. Sherdan. FIRST BACE-CAFE MOSS BOSE INTRODUCTORY.

Purse \$333, of which \$50 to second and \$35 to third. For all agre. Maideen, if four years old, allowed 7 pounds. Three quarters. R. Tucker's ch. h. Strideaway, 5, by Gleumore-

Spinaway, 124 | Barnes 1 E. Corrigan's b. t.; Unite, 4, by Longfellow Belle Knight, 119 | Kiley 2 W. J. Widener's b. c. Aristi, 4, by Aristides Mary Warren, 121 | Overion 3 Helena (107), Bob Thomas (118), No More (124).

also ran.

Betting—Strideaway 55 to 100 straight, no place money. Unite 4 to 1 straight, 5 to 5 place. Helena 11 to 1 straight, 14 to 15 place; No More and Rob Thomas 100 to 1 straight, 40 to 1 place. Field 2 to 1 against. quite a minor consideration and a

SECOND BACE-TURF EXCHANGE PURSE. Pume \$350, of which \$50 to second. For three year old fillies. Winners in 1888 or 50 of any stake of the value of \$1,000 to carry 5 pounds exist. Maidens allowed 5 pounds; if such have warted twice in 1888 or 70 without being placed, allowed 7 pounds. Neven-eighths of a mile. in the wooing of the earth and the south wind, a rapture in the cerulean sky, a charm in the glint of the waving bluegrass, a beatitude in being one of 5,000

7 pounds. Seven-eighths of a mile.

bell & Timberiske's ch. f. Madolin, 2. by Hindoo Mary R. 110.

William Mulkey's h. f. Angelus, 3, by Luciler, imp. Angelus, 117.

W. A. Fairws', b. f. May W. 2. by Fat Malloy-Lizzio Hillet, 110.

Time-1:22.

Meta (117) and Cassandra (117) also ran.

Betting—Cassandra II to 5 straight; 1 to 10 place.

Maddolin 4 to 5 straight, 3 to 2 place. Angelus 5 to 1 straight, 3 to 1 place. May W. 20 to 1 straight, 3 to 1 place.

let business close when President Arnold THIRD RACE-ATHLETIC CLUB STAKES. A Day When the Favorites Had It Their

For two year old filles. So entrance to accompany the hominarious with \$50 additional to start \$500 additional for the posterior of a sweep-stake to carry a posterior extra. Clossed with \$1 advantage to carry a posterior extra. Clossed with \$1 advantage to carry a posterior extra. Clossed with \$1 advantage to carry a posterior extra. Clossed with \$1 advantage to carry a posterior extra \$1.00 to carry

dance was concerned, but the sport was rather too one-sided to gratify public taste. The favorites won four out of five races and would have won five had not Endurer fallen down. The betting was

also ran.

hetting—Fulry Queen 3 to 1 straight, even place
Mille Williams 1 to 1 straight, even place Letlie B.

to 1 straight, even place: Lettie Eabbit and Min
helle compled 2 to 1 compled, even place: Gwen
dolyn 5 to 1 straight, 3 to 1 place; Egypt 50 we
straight, 20 to 1 place. hot. The pavilion was so crowded one had to elbow one's way through, and twenty bookmakers had their bands full POURTH RACE-S. E. SIDGLEY-SELLING.

Purse, \$50., of which \$50 to second. For three year olds and upward, the winner to be sold at action. If summed to be sold for \$2,000, allowed by pounds, if for \$1,500, allowed by pounds, 2 pounds allowed for each \$100 iess down to \$700. Five T. Kiliey's b. g. Llibert, 5, by Luke Blackburn-

T. Killey's b. g. Litbert, 5, by Luke BlackhurnDart 185.

C. H. Pettingfil's ch. h. Mute, 6, by Blent FriendAnna Mckinney 102.

Gertardy 1

C. H. Pettingfil's ch. h. Mute, 6, by Blent FriendAnna Mckinney 102.

Gertardy 10.

Trainlis 90.

Time-1:03.

Hattie D (90). Dudley Unks (90). Duhme (88). Endurer (187), Serinsesse (101), Chickasaw (100), and,
Katie S (107), cloo ran. Hattie D, Endurer, Kermesse
and Katie S also fell.

Betting-Endiffer 6 to 5 straight, 1 to 2 place;
Kermessee 8 to 1 straight, 4 to 1 place; Mute 4 to 1
straight, oven place. Duhme to (o 1 atraight, yeu
place, Fudbey Oaks 20 to 1 straight, 6 to 1 place;
Litbert 4 to 1 straight, 1 to 2 place;
Kerte S (107), 1 place; Hattie D 25 to 1 straight,
10 to 1 place; Katie 8, 25 to 1 straight, 10 to 1 place;
Chickasaw 25 to 1 straight, 10 to 1 place;
FIFTH HACE-JULE BOZING, SELLING.

FIFTH HACE-JULE ROZIER, SELLING. Pune \$350, of which \$75 to second and \$25 to

secret, backed Cassandra on the strength of his Saturday's performance. Madolin got away in front and was never headed. winning under a pull by two lengths from Angelus second, who was two good lengths in front of Mary W third. Angelus was thrown off her stride in rounding the three-quarter turn and might have won.

THIRD RACE.

The Athletic Club Stakes was the event

setting fluctuated from Lulie B to Fairy

Queen as favorites, and back ngain, while a quiet tip was out on Little Rabbit who

the others all well up except Egypt, who was last. In this order they rounded the

turn and raced into the stretch, where

a half dozen jumps she passed Millie Williams, closely followed by Miss Bell, both

whipping. Fairy Queen led under the wire by a half length, Miss Bell second,

Millie Williams two lengths in the rear.

The time, 0:501, is exactly the same as that made by Blessing last year in the

After the race Mr. W. O. Scully, owner

of Fairy Queen, was called to the Judges'

stand and there presented with a magnifi

cent silver ice-cream service of nine pieces, the gift of the Athletic Club. Jules Tay-

lor made the presentation speech and cautioned Mr. Scully that the service must

not be mistaken for a champage lay out

but was intended exclusively for strawber-ries and ice cream. Mr. Scully responded

and ice cream were not always in season

while champage was, but he comprom-

ised by inviting everybody on the judges' stand to the Club House where Munin

FOURTH RACE.

durer, who couldn't lose unless he fell down and was well backed accordingly. There must be a special providence that

takes care of bookmakers, for what does he do but fall down and save the book-

makers a barrel full of money. He got off in the lead when the flag fell, Kermesse second, Clara Moore third. The latter,

with a splendid burst of speed, rushed to

the front and soon put two lengths between

herself and her followers. Rounding the turn Endurer fell, and Kermesse, Hattie D and Katie 8 went down with him.

Clara seemed to have the race at her

mercy, with Mute second, when Litbert began to move up and in a lew strides had

collared the leaders. Whip and spur were then applied by the others, but to no

purpose, Litbert winning easily by half a

PIPTH HACE.

length behind.

ength, Mute second, Clara Moore third, a

The fourth race was a "cinch" for En-

iaston Hotel stakes.

Fairy Queen began to make her run.

She will bear watching. .

Guildean, 163. Ohara 2
Bevorwyck Stable's b. L. Duchess May, 4, by Vigil-Lava, 101. Time—145.

Silleck (163), California (118), also ran.

Betting—Keevena 2 to istraight, a place betting California 6 to 1 straight, 2 to 5 place, Duchess May, 15 to 1 straight, 2 to 1 place, Sillech 12 to 1 straight, 2 to 1 place.

H. Bondy's ch. g. Ben Harrison, S, by Bran Guildean, 163

third. For all ages. Weight for age. All horses entered to be sold for \$1,000. One mile. R. Tucker's ch. f. Keevena, z, by Enquirer-Bitthe

The Program Today.

PIRST RACE -- MUMM'S EXTRA DRY, SELLING. Purse \$300, of which \$50 to second. For three year olds. Winner to be sold at nuction for \$2,000. I pound allowed for each \$100 less down to \$1,000 three quarters mile. Three-quarters mile.

D. Waldo's b g Hon. John B, S, by Lucifer-

T. M. Brown & Co. sch e Los Webster, 3, by T. M. Brown & Co. sch c Los Webster, 3. by
Leians-Lavinia.
L. Ereit's be T. J. Rusk, 3. by Baitic Bonita.
M. Young's ch f Sunflower, 5. by King AlfonsoGliyflower
Bell & Timberiake's ch f Mandolin, 3. by Hindoo Mary B.
Bevrewyek stable's b f Duchess May, 3, by Virgli-Lava
W. O. Scully's ch g Macauley, 3. by Duke of
Montroe-Bettle M.
Wm. Mulkey's b c J T, 3, by Virginius-Annie
Veto.

Purse, \$350, of which \$50 to second. A handles for all ages. Entries to close at 4 o'clock p.m. sa urday, April 30. Weights to appear Monday, Apri 22, at 2 o'clock p.m. Decfarations same day usual hour of closing. One and one sixteenth.

THIRD RACE-TENNESSEE CLUB STAKES. THIRD RACE—TENNESSEE CILUTSTAKES.

For three-year-olds. Scientrance to accompany
the nomination, StS additional to start, and \$75e
added, of which \$150 to second and \$50 to third.
Winners in 1888 or 1889 of any sweepstakes to carry
5 pounds; winners of two or more such races, 10
pounds extrac horses nover having won a stake allowed 5 pounds; maidens allowed 10 ten pounds.
Closed with 31 subscriptions. Mile.
W. A. Faire's Ch. Cottllion, 2, by imp. Rayon
D'Or-Reel Dance.

107
Beverwyck Stabie's br. f. Brown, Princess, 3, by

fer-Golden Slipper

J. M. Brown & Co.'s ch. f. Mouita Hardy, 3, by
King Ban-Buff and Blue.
Beverwyck Stable's h. c. Cassins, 3, by Longtellow-Southern Belle. E. Corrigan's b. g. Spectator, 2, by Springbok-Hattie Harris Trotter's b. c. Bob Forsythe, 3, by Bertram-

FOURTH RACK-C. L. BYRD & CO. POURTH RACK—C. L. BYRD & CO.

Purse \$330,01 which \$50 to second and \$25 to third.

for two year cids. Allowances: Those not having
you a sweepstake, 5 pounds, or those not having
ectived second money in a sweepstake, 8 pounds,
natidens, 19 pounds. If such maidens have been
seaten once, 10 pounds, twice, 12 pounds, three or
more times, 15 pounds. Five eightns.

1. M. Brown & Co. * b. f. Lady Blackburn, by
Luke Blackburn secut. Luke Blackburn-Servet.
W. J. Widener's b. f. Amelia, by Elias LawrenceMary Warren.
A. J. Newsum & Co.'s ch. g. Mount Lebanon, by
George Kinney-Accidental.
Wm. McGuigan's b. f. Indian Princess, by Fowhattan-Sailie Howard.

PIFTH RACE—HUNT & BROTHER,
Purse \$30, of which \$50 to second and \$55 to third.
A handleap steeplechase for all ages, Entries to
lose at 4 o clock p.m. Saturday, April 20. Weights
to appear at 2 o'clock p.m. and declarations at terms
tour of closing on Monday following. Short course,
bout one mile and six furlongs. This race did not fill. A selling race will be sub-

AUCTION POOLS. At the Peabody hotel, last night, Ira E. Bride sold the following auction pools: First Race—Madolin, \$30, Macauley, \$14, Enterprise, \$6, field, \$8.
Third Race—Cassius & Brown, Princesa, \$40, Monita Hardy, \$30, Ben Harrison, \$16, 200 Foresthe, \$14; Le Premier, \$12, Spectator, \$10, field. Fourth Race—Amelia, Ect Lady Blackburn, \$1:: Indian Princess, \$10, Mt. Lebauon, \$6. The second and fith races did not fill, and en-tries for anistitute races will be posted at 9 o'clock

PROBABLE WINNERS TODAY.

Amono the ladies in attendance were: Mesdames-George Arnold, Wm. R. Moore, W. U. Sawrie, A. Gordon, T. B. Treaswant, James H. Bees, E. C. Cowan, A. Dessommes, McGrath,

Katie Pumphrey,

The tally-ho party was composed lisses Bruce, Humes, Sneed, Seld Misses Bruce, Humes, Sneed, Selden, Woodruff, of Knoxville, Hunt (the guest of Miss Selden) and Lowrance. The gen-tlemen were Messrs. Looney, Avery, War-ren, Folk, Lamb, Percy, Villipey and Waddill.

Track Tips. BLUE WING, of the American, is sending

dmirable reports to his paper. THE Jockey Club is to be congratulated in the success of inaugural day.

It begins to look as if Bell & Timberlake's horses are going to carry away the biggest share of the boodle. A GREAT many people thought Cassandra

might have won with Barnes up. Not likely. Madolin was invincible yesterday. FRANK JAMES, brother of the late Jesse James, came all the way from Dallas, Tex., to see the races, and was on the grand stand yesterday.

Tunr Torics was delayed in getting out esterday, but, when it did appear, astonished the boys. It contained the Scimitar's tips in advance of the Scimitar's appearance, and the Scimitar's tips yesterday were gilt-edged, naming four winners right off the bell. Turi Topic's tips named five place-horses, all but one of which paid more than even money,

As two young ladies and a gentleman were driving by the deer park in Montgomery Park yesterday, on their way to the Jockey Club-house, one of the young ladies made the brilliant remark, referring to the deer, "I wonder if they have made the green sward with the fawns." The young man was not to be left, and con-temptuously asked: "What is the matter with buck-wheat cakes? They are superior to biscuits anyhow in season,

A Dwelling Collapses.

Boston, Mass., April 22.—The dwelling of Patrick Joyce, built on the marsh on the outskirts of South Boston, collapsed this morning, took fire and was burned, Mrs. Joyce and three children were in the house when it fell, and all are more or less injured. Katie, aged ten, was very badly burt and was taken to the hospital; Maggie, aged thirteen, is injured internally and about the body; Joseph, aged nine, was hurt about the head, and Mrs. Joyce sus-tained injuries in the region of the hips. The inmates of the house were all rescued before the fire reached them. The house was owned by Joyce.

Ruby Nelson Dies.

BUFFALO, N. Y., April 22,-Ruby Nelson, the young woman who was shot in the head by Harry J. Spies, in a house of ill-fame on Michigan street, a wook ago last night, died today at the hospital. The girl's real name was Maggie McCleary.

OKLAHOMA OPENED

With Snap, Vim and Get-Up-and-Get

There Are No Flies To Be Found on the American.

He Goes Into a Virgin Country and Builds Towns in a Day.

An Incident in Our History That

Cannot be Estcelled.

The Expected Bloodshed Doss Not Take Place in the Most Intense Rush Ever Known-Amusing and Ludicrous Scenes.

Sr. Louis, Mo., April 22.-The Republie's special from Arkansas City, Kas., says. Oklahoma is opened. The trials, struggles and sacrifices of years are partially rewarded; but the events of today and those of the days, weeks and months to follow, will prove how far supply is below demand, and necessitate further concessions to avert disorder, bloodshed and other conditions but little short of anarchy. The history of this one day will forever be memorable in frontier aunals, and will leave behind a heritage of litigation which will be fruitful to land sharks and claim attorneys, but be destructive to poor and honest settlers. The Atchison, Topeka & Santa Fe Railroad egan running its sectional trains out of Arkansas City last night, and picking up cars at every station along the route. Hundreds of people were waiting at every depot, and if the cars, all of which were full before the border line was reached, could have been coupled, they would have made a train miles in length. The crowds were composed of

SPECULATORS, ADVENTURERS AND THIEVES. and a sprinkling of the demi monde. The farming element was not largely repre-sented, as all homesteaders have gone on before. There were men from every great city and important point in the country, and there was not a State or Territory in the country which did not have its repre-sentatives. They filled all the seats and filled up the space between the coaches, hanging on the iron banisters and girders with a grip born of despair and determina-The newspaper coach was the first

out of Arkansas City; it contained repre-sentatives of all the leading newspapers in the country, who were compelled to yield room and comfort for the good of the cause. The conductors were vigilant in the collection of fares, but it is certain that a great many dead-heads went through that a great many dead-heads went through to the promised land in the rush and hurry and roar of the boomer campaign. There was but little sight-seeing indulged in, as the crowd did not care to look at anything until it got to Okiahoma, like the emigrant at Castle Garden, who refused to pick up a silver dollar because he expected to find gold in the street in the next block. At Arkansas City there were over seventy-five coacles tracked in the yards awaiting the rush; all of these were other was lined with them. In this way the line was reached about 12:05 o'clock. Hefore the late dead line was reached and passed, however, the great transformation scene had begun and was plainly visib' to the was was awake and stirring. The streets presented a line was awake and stirring. The streets presented a live, picturesque appearance. After the sun rose crowds were rushing toward the center of action from all parts of the city. The hotels emptied their hundreds into the streets; the cothouses contributed hundreds more out of the hospitable homes of the city, nearly all of which have entertained guests during the past week. Some long strings of men carrying grips, bundles, knap-sacks and parcels of every possible and impossi-ble description. Hundreds of boomers and rustlers in their impatience to get aboard rushed en masse to the yar attempted to force an entrance into the cars, all of which were securely locked. The excitement may be judged from the fact that a large number of ceach windows were broken out by people who were anxions to secure seats. A strong guard of railroad men were detailed to protect the

company's property, and they had a con-tract of unusual dimensions on their THE CHOWD WAS PANIC STRICKEN. After awaiting so many eventful days and nights for the bour of action to come, men were seized with the sudden fear that they would be left in the lurch and that fear served to make them like a drove of stampeded cattle. There was a vain atfear served to make them like a drove of stampeded cattle. There was a vain st-tempt at good humor in the struggle which concealed the grim purpose behind and there was no quarter shown in the rush for places. It was a wild West crowd headed toward a new field of enterprise and development and no one who has never seen the thing in action can have the remotest conception of it. An amus-ing, and, at the same time, pathetic inci-dent of the early morning was a cattle dent of the early morning was a cattle train laying on a side track loaded with a boomer, his horse, wagon and cow, wife and children and all his little household effects. He was a merry fellow and guyed the crowd unmercifully for not going through, as he expressed it, without change of cars, to avoid the rush.

"I travel in myown special coach,"
"like Jay Gould or Vanderbilt,"

he, "like Jay Gould or Vanderbilt."
"You'll get there too—late," yelled somebody in the crowd.
"Never mind," replied the boomer, "I'll get there all the same."
It had leaked out during the wakeful hours of the night that the press special coach would be a part of the first train to move out. The railroad management had succeeded well in keeping this fact a se-cret. No one but representatives of the press were informed of this fact or knew the location of the coach and the time of its departure, but it is impossible to keep such information from people who sit up all night to find out the shortest and casiest way of getting into the Promised Land. The result was that when the newspaper coach was backed up at a point below the depot the entire crowd charged upon it. The newspaper men were ranged in a solid phalanx, but had to fight for actancy of what might happen a few miles the other side of the line. The train stopped at a military post, the white tents of the soldiers and the officers' tents, surrounded by the soldiers and the officers' tents, surrounded b

fall back with more of precipitancy than good order. Every car i rought up the line was greeted with tremendous cheers as the coaches which were to be attached to the newspaper special were brought out of the siding, and there was a simultaneous

RUSH OF 2,000 OR 3,000 MEN toward them. They were filled to over-flowing in less than half a minute and a countiess throng struggling for a place on the steps. It was in vain for the officials that trains would run in sections fifteen minutes apart. Every man there wanted to be fifteen minutes ahead of everybody and not fifteen minutes behind anybody. The first section made up consisted of nine coaches, the newspaper coach and one caboose. It pulled out at 8:47, railroad time, drawn by engine 268, in charge of Capt. G. H. Cooper, who has been on the Santa Fe line for eleven years, and is one of the oldest and most trusted engineers in its employ. Trainmaster Foulkes was in charge of the entire train. This was the first train that ever ran out of Kansas loaded with settlers for Okla-homa, and even those who were disappointed in getting aboard of it joined in a wild enthusiastic cheer which rent the Kansas air as the first step toward the realization of hopes and dreams of and the reward for the sacrifices of the past was taken. The train ran slowly, as there was great danger of misplaced rails and switches or obstructions of various kinds placed there by those gone be-fore and who wanted a corner on the best lands in sight. It was 0:40 o'clock when the sign which marks the State line, and the dividing line from the Cherokee strip was reached. It was greeted with a cheer which rolled from the news car in It was greeted with a front to the rustlers' eaboose behind. marked the departure from a State Government toward a country where government is yet to be created and established Still the Cherokee country lay between them and the rainbow land. There were no Indians to be seen until after Willow Springs passed when a wagon load of bucks of the Poucha tribe passed up the trail, who responded to the shouts and cheers of those on board the train, with sullen looks and gesticulations of defiance as not evi-dently pleased at the coming of the pale face. Along the Pawnee trail the train also passed caravans of boomers' wagons, many going South, but some returning toward Kansas. Between Willow Springs and the Poncha agency somebody in the newspapers car discovered a man riding on the trucks beneath the coach. ately an effort to open'up negotiations with

him, but they resulted unsuccessfully until the train stopped at Poncha, when THE ADVENTUROUS BOOMER ON WHEELS was taken up into the car, elected an honorary member of the Press Association and furnished with refreshments out of a bottle, which he drank with relish and amidst enthusiastic applause. He gave his name as Harvey Sadler and said he was born in England, but had been in this country for nine years, and had come all the way from Scattle, W. T., to get a footbold in Okla-homa. He was elected as the representa-tive of *The London Times*, and also as the mascot of the new city of Guthrie, and, to make the bargain sure, it was agreed he should have one of the best lots in the heart of the city. At the last station outside of the Oklahoma Territory there was a great crowd of boomers who had forsaken their teams and hoped to get in quicker by rail. There being no room inside, they elimbed to the top of the coaches and the entire train from one end to the other was lined with them. In this way the line was reached about 1205 o'clock. together in groups, on the level prairie, or the valleys which diversify the face of the country. It was at once noticeable that picked for work, and they were carrying their riders rapidly to the longed-for goal. The ride of Paul Revere dwindles into obscurity beside the PEATS OF HOUSEMANNIEP

serformed in Oklahoma today. Rides ifteen or twenty miles were made in increditably short space of time by old boomers familiar with the country and who knew where desirable lands were located. The day was cloudless, and far away on the horizon, both to the east and west," clouds of dust could be seen ascend ing from the hoofs of hundreds of horses, rushing toward different designations in most cases, but some of them toward the same. One race for a goal could be easily distinguished, the riders were apparently evenly mounted, they were neck and neck for a mile or two along the trail as far as they could be seen, and their eager and intense looks and merciless slashing were sufficient evidence of the prize they were running after. One sad-dled but riderless horse was seen galloping along the trail, an ominous sign of some accident or fatality which had befallen the rider. Some men were in charge of two horses, and were evidently riding relays toward the goal. Out of the dust which rose toward the east could be seen, after the train had reached the summit of a high ridge, a wagon caravan fully two miles in length and which was being orged to the utmost speed of its horses. These caravans were plainly outdistanced by the horseback riders, and after several miles of the Territory had been traversed it was seen that the best riders were securing the best prizes. One homesteader who had secured a magnificent quarter section of rolling land had dug a hole two or three feet deep at that corner of it where the surveyor's section mark was located and long the Canadian. Purcell is a deserted village, and now a little station on the Atchnurveyor's section mark was located and surveyor's section mark was located and where he had driven his stakes; not looking upon these evidences of possession as sufficient to confirm his title, he seized a Winchester as the train ran by, and fired out all of its contents and are law shiding and those who are not the confirmal to the contents and are law shiding and these who are not all of its contents. then emptied his revolver, yelling like a will be suppressed by the strong hand of cowboy or a Comanche Indian all the frontier justice, sided by military authortime; not only the yells but the shots were responded to from the train and a volley went up into the sir from the entire length

of the section which proved conclusively how well the party was armed in expectancy of what might happen a few miles the other side of the line. The train stopped at a military post, the white tents of the soldiers and the officers' tents, sur-

been fast and furious ever since, some of the prospectors running to Guthrie to file their entries, and others going to locate on the land and secure a prior right to possession by actual occupancy. The scene was one of the most stirring and picturesque ever witnessed. The smoke of myriads of camp fires, lighted to cook the first meal in Oklahoma began to ascend in all directions, and before the first train of land speculators rushed to the future great city of Guthrie, the farmer had already become the possessor of a great deal of the land, and more than one furrow

entire frontier line and that the riding had

of virgin soil out of the land which had never before been ticked by the plow, was turned over to the sun which has made the day glorious as well as memorable. It was 12:20 o'clock when the first see tion of the great Atchison train reached the line, and its progress from that point on to Guthrie was not rapid enough for the rapid men who wanted to get there in a hurry, before all the cream was skimmed off the milk. Nevertheless, it lacked but a few minutes of I o'clock when the train stopped in front of the Guthrie Depot, a andsome and substantial edifice, which has been greatly libelled by the numerous newspaper artists which have drawn on their immagination for its picture since this excitement began. Before the train came to a stop it was seen that somebody was already there—in fact, the town was already well populated. Tents were numerous the eastern slope and stakes were sticking up out of the ground like poles in a bean patch. Men could be seen racing in the direction of the valable ings and the scene was as busy and ani-mated a one as it is possible to imagine. The profanity among the Arkansas City, and Wichita as well as those from other points, Kansas City speculators, was both boud and deep. If there has been a pres-pect of shooting at any time today, it was when these men found themselves baffled at the game of freeze-out, but they were compelled to swallow their wrath, for acthe men in possession were the rightful owners, and the men who had been left out were the most persistent in their de-mand for law's enforcement. There was nothing to do but to take what was left, and in the scramble to get these that

THE MOST LUDICHOUS SCENE

of the day was presented. Falling over each other in the effort to get out the cars, every variety of man along the frontier made an army which charged the land office in detachments. The land office was not their point of destinction, though it stands at the corner of the section, and it is the present center of the town. it was to secure the lots nearest to it that the rush was made; there was but little left near it. Stakes had already been driven almost to the limit of the half section of 320 acres allowed for a town site. As the law now stands, there was but a small margin, and this was being rapidly wiped out by the same men who had al-ready appropriated nearly everything in sight. It was but a few minutes until the line was reached, and the back-action movement of taking up lots which nobody had wanted before began. They were not long on the market after the ebb of the tide had set in, and when the second and third sections of the Atchison train arrived and found everything connered, the air was blue for hiles ground the metropolls. There was nothing to do, however, as every lot was protected by rifles and revolvers, and if the shooting was begun of Malyan, Kas., who sold a fine twenty-five foot front lot near the land office for \$5 to an had been taken out of the harness to be rode across the border by the hard riders, who were to locate the claims rode across the border by the hard riders, minutes later. Several transfers were who were to locate the claims. A little further and this conclusion was proven to locate here drove stakes outside the the correct one, for the entire "face of the country as far as the best field-glass of the homestcader's rights and extension could carry the sight, was over-run with horsemen, galloping to the southward.

Their fleetest horses had evidently been can comprehend how quickly a full-rigged can comprehend how quickly a full-rigged city with a double-deck boom can be put in running motion. Guthrie already has its Main street, its Harrison street, its Guthrie avenue and its Oklahoma, and this morning it was a wilderness where the jack rapbit flapped his ears in the sun. This afterneon the municipal election occurred. The election notice appeared to-day in the

day in the

OKLAHOMA HERALD, A DAILY PAPER, published at Guthrie on the first day of its existence. A council will be elected at the same time. Nearly 10,000 votes were solled, as there are about that many men n Guthrie with the intention of becomng citizens. The leading candidates for field, O., and T. L. Sumner, of Arkansus City. A strong dark horse is T. Volney

Haggett, of Huron, Dak. The First National Bank opened at Guthrie today with a capital stock of \$50, 000. M. W. Levi, the Wichita banker, is president; G. W. Robinson, the banker of Winfield, and the Hon. Horace Speed, of Indianapolis, directors. The new flooded with business cards of all descriptions, representing every line of trade and business, every profession and every occu-pation imaginable. A mass of mail is ex-pected to reach the Guthrie postoffice

The first homestead entry at Guthrie office was an eld soldier claimant named Johnson, a Kansan. The Land office at ity under Gen. Merritt, who has estab-lished his headquarters at Oklahoma City. There are now about 500 troops in the Territory, and they will be kept here until order is assured.

ton).—The municipal government of this child, a girl, in my cabin. The little stranger was christened Atlantic Missouri, the child was born during a howling New York yesterday of Sebastian Lerdo, for St. Michael's with all on board at 5 o'clock p.m. of the 6th. The weather was

SHE ARRIVES.

The Steamer Missouri Gets Into Port

With the Rescued Passengers of the Abandoned Danmark.

Great Excitement Along the Wharf to See the Noted Vessel

Which Saved so Many Human Souls Under Adverse Cirumstaness.

Missouri's Commander Made a Toast and Lionized By the Admirers of His Courage and Nobility

of Character-His Story.

PHILADELPHIA, Pa., April 22.-The steamship Missouri, with 365 of the people from the wrecked steamer Danmark, arrived at the American Line steamship's dock at 6 o'clock this evening.

CAPT. HAMILTON MURRELL,

the commander of the Missouri, makes the following statement: "We left London with a general cargo for our first trip to Philadelphia on March 28. We had a fair passage up to 1 o'clock April 5, when we sighted the steamship Danmark flying a distress signal. The wind at the time was blowing strong from the West. We bore down on the steamer and found her disabled. Capt. Knudsen, her commander, reported that the tail end of his shaft was broken and he wished me to take his passengers to New York. Owing to the state of the weather and because of the fact that I was not prepared to accommodate such a number of people i de-clined to secode to his request, but offered instead to tow his vessel to the nearest port. This offer Capt. Knudsen accepted, and at 2:30 o'clock p.m., or two bours after we first sighted the steamer Danmark, we placed a tow rope on board that vessel and proceeded slowly, turning to the sea and wind and heading northwest for St. John's, N. F., which I considered the best port to make under the circumstances. The wind blew with tremendous force all night and progress was most difficult. On April 6, at 5:30 o'clock a.m., finding that I could make no headway in a westerly direction, and seeing ice to windward, I decided to abandon my hope of reaching St. Johns and determined to make for St. Michaels, one of the Azorog Islands. I signaled my determination to the Captain of the Danmark, and he agreed that this was the best course to pursue and one hour later we squared away for St. Michaels. At 7 o'clock a.m. the Danmark signaled to us: leaking considerably; there is now three feet of water in the aft hold and it is gain-I asked what I should do and the signal

ime: "Keep on towing." At 9:20 o'clock a.m. the Danmark again again signaled us. This time the signal read: "The Danmark is sinking. We must abandon the ship. Will you take our pas-

Without a moment's hesitation I sig-nailed back: "Yes, I will take all on board and do the best I can,"

I then cut the tow line and we dropped down to the Danmark. Chief Officer Galen of that vessel came on board the Missouri and informed me of the condition of his ship. He said that althou weather at the time was fine weather at the time was fine, Capt Knudsen had decided that for the best in terests of those on his ship it would be best to abandon her, and get all the peo-ple on board the Missouri while there was plenty of time. At 9:30 a.m., we hunched our two life boats in charge of Second Officer Lucas and Third Officer Forsyth and these two boats proceeded to the Dane mark. In the meantime seven of the sinking steamer's boats were manned by the crew of that steamer and the work of transferring the passengers began. A heavy swell was running during all of this memorable day, making the work of removing the people from the sinking ship one of great difficulty and it was only by the hardest kind of work that we were able to avoid accidents both to the people and the boats. The women and children were removed first, and after them the male passengers and crew. The officers of the Danmark remained on board their vessel, Danmark remained on board their vessel. At 2 o'clock p.m. we finished the work of transferring the passengers, having consumed nearly five hours, and getting everybody, with the exception of the officers, safely on the Missouri without a single accident of any kind. About one hour later the barometer began falling, the weather was coming in thick and looking dirty, and I sent word to Capt. Knudsen and his faithful officers to leave the ship Mayor were Adjutant-General Reice, of and come on board the Missouri, and after Illinois; William Constantine, of Spring-field, O., and T. L. Sumner, of Arkansas which had now settled very perceptibly in the water, that vessel was finally aban-doned, Capt. Knudsen being the last to

leave his ship.
I then counted beads, and found that we had on board, in addition to our own crew of forty-five men and four passengers, 669 cabin and steerage passengers and sixty-nine of the officers and crew of the ill-fated steamer. After we had taken everybody from the Danmark, we pulled the plugs out of the bottom of that vessel's boats, which we had used, and left them to sink to the bottom of the Atlantic, and I can't understand how the Minnesota picked up one of these boats six days later. Our last view of the Danmark showed that vessel to be rapidly going down, her stern being almost even with the sen and the water was breaking over her. threw overboard mest of our cargo between decks, consisting principally of bailed rags, in order to make room for the accommodation of the large additions to our passen-

ger list. "On looking over our provisions we found after a careful estimate of the num-ber of mouths we had to feed we had only and I decided to make all possible hasto to reach the port of St. Michaels which was 720 miles away. The cabin passen-gers of the Danmark were given accommo-dations in the Missouri's passenger cabins and the officers gave up their cabins for the use of the women and children.

"On April 7, at 1.20 o'clock a.m., about ten hours after the transfer was made, Mrs. Linnie, aged eighteen years, a Danigh woman who was on her way to America to meet her husband, gave birth to a storm, which rocked the vessel and caused the sea to break over us. very threatening at the time, and the wind increased in violence as the night wore on. Everything potable was done to make the passengers comfortable."